

TRANSPORTING A MILLION MEN, OH, WOMAN! PART OF RAILWAYS' BIG TASK

(BY H. S. H.)

THE almost daily passage through El Paso of drafted men on trains from Arizona and New Mexico to cantonments in the south or middle west brings close to home the fact that the railroads of the country are now engaged in their greatest work, the movement of 1,000,000 troops in a month's time without disturbing the regular course of traffic.

About one-third of these troops are national guardsmen, carrying their equipment with them. The rest are the drafted men, together with such units of the regular army as are under orders to proceed from their present stations to various destinations. The national guard movement means, in addition to the usual passenger train equipment, the use of about 18,000 freight cars.

The movement of the draft began September 5 when 35,000 men were sent to the cantonments in the second movement, September 19 to 23, 275,000 men will be sent to cantonments. This is 40 percent of the 687,000 total. Another 40 percent will go between October 3 and 7, and the remainder, about 103,000, will be entrained, beginning October 19.

The task is made greater for the railroads by reason of the fact, which they now have reason to regret, that in recent years the railroads have not been carrying many locomotives and cars as they should have done. Because of what they considered unreasonable regulation, which kept them from increasing freight rates, they economized at the expense of trackage and rolling stock.

Now, in addition to moving the regulars, national guard and their equipment and the drafted men of the national army, and in addition to carrying normal passenger and freight traffic moving also, the railroads are called upon to move the crops of the country. The wheat crop is already going from producing points into elevators. Other grains are also moving. The lumber shipments are enormous. Cotton is beginning to be shipped. The transportation of fuel cannot be interrupted for a day and the railroads are now transporting from the mines about 6,000,000 tons of coal a month more than they ever carried before.

There is a further handicap in that many railroad employees in the operating departments, conductors, engineers, brakemen, switchmen and freight handlers have either volunteered for service with the engineer regiments or have been drafted into the army. This necessitates rapid readjustments by promoting other employees and taking in new men at the bottom of the organization.

Engaged in this great task of transportation, the railroads have 1,750,000 men in the operating department, all of them concentrating on the task of moving the troops, equipment, civilian passengers and freight of all kinds on time. This achievement will be one of the larger events of the war, worthy of the best and greatest organization of railroads in the world.

The New Mexico state food administrator is investigating the "food position." There are only two food positions, outside and inside, and it is the movement from one position to the other which causes the greatest concern.

The very least you can do is to put a one cent stamp on your magazine and hand it to a mail carrier to be forwarded to an army camp at home or abroad.

Infantile paralysis has broken out again in Iowa and Nebraska. There really ought to be some way to link that up with German activities.

In their best El Paso Italian, local war experts are referring to the war theater of the Bainsista plateau as the messianic floor.

A mine drifting to the Holland coast kills six children. It must have been a German mine following out the national intention.

The thought of \$200,000 for a Mantegna painting, seven inches by 12, is enough to drive a theatrical scene painter to drink.

Sweden's "Neutrality"

THE revelation of Sweden's sympathy with Germany, as exposed by the transmission of several decidedly belligerent dispatches from the German charge d'affaires in Buenos Aires to the foreign office at Berlin as part of the Swedish diplomatic correspondence from Argentina, has startled the world. It has shown how a supposed neutral may, for a time, tacitly aid a belligerent and escape detection.

The explanation of the Swedish foreign office that the Swedish minister at Buenos Aires was unaware of the character of the messages sent through the Swedish legation is unsatisfactory. The fact that the messages were in the German diplomatic code is not a mitigating circumstance, for it should have been the duty of the Swedish minister to require from count Luxburg a certified translation of the dispatches, to be read in confidence, of course. Luxburg had been unwilling to furnish such a translation, could not reasonably have expected the Swedish government to grant him the courtesy of providing transmission for his dispatches.

Luxburg might have lied to the Swedish minister about the dispatches and probably would have done so, had the latter made inquiry as to their character, but in that event no blame could have attached to Sweden.

To all appearances, the Swedish minister granted Luxburg carte blanche to send as Swedish diplomatic messages whatever he chose and made no inquiry. This fact, together with the nature of the Luxburg dispatches, constitutes on the part of the Swedish minister a grave breach of neutrality.

Nor is the Swedish government less culpable than its representative in Argentina, for the offensive dispatches were consigned to the foreign office at Stockholm and thence redirected to Berlin. The Swedish foreign ministry itself, then, became an active participant in the breach of neutrality.

The Swedish government, by actively assisting these dispatches in reaching the Berlin foreign office, became party to the suggestion of count Luxburg that Argentine ships and their crews be destroyed "without leaving a trace," as murderously cold blooded a proposal as ever was made. When the war was in one of the greatest exponents of publicity in the entire world, the Swedish government was not only a participant in the breach of neutrality, but also a participant in the breach of humanity.

Taking a phrase from the message of the German charge in Argentina, it is hereby suggested that the German government be "sunk without leaving a trace."

They just had to end the war tax bill debate and come to a vote or miss collecting the taxes altogether.

Perhaps the real conspiracy of the draft resisters is to obtain free room and board.

As a remedy for pacifism, the firing line is guaranteed to kill or cure.

Our big brother Sylvester, with the 42 chest, has put the try in Trieste.

Many a girl who is a "vision" at night is a "sight" the next morning.

It seems the smokeless cartridges sent Pershing were also shotless.

At any rate, the grain speculators have been fairly well Hooverized.

For Benedict's peace proposal there was no benediction.

Little Interviews

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WAR MAKERS SANS KHAKI

Youthful Council of Defence Secretary.

By DAVID M. CHURCH.

WASHINGTON, D. C., Sept. 12.—He might be a maitre d'hotel, for he has raven-black hair and the flashing black eyes and the pearly white teeth—but he is not. He is Governor Clarkson, secretary of the council of national defense. He is the Adams of all American war makers.

Build a man of youth, Clarkson carries upon his shoulders great burdens, and his face betrays the fact. In the street he walks, always with a furrowed brow, deep in thought. In his office he is found most frequently, sitting at his desk, writing, or talking to a man who could put anything across. The pressure of war work has been rapidly increasing.

The career of Clarkson has been a varied one. He came originally from Des Moines, Iowa. He was engaged in newspaper work. He heard the siren call of the large eastern cities. He wanted to work and mingle with the rushing throngs of America's metropolis, and he went to New York.

Clarkson fitted in with the hustle and the bustle of New York. He was a man of letters, and he made a name for himself as a man with a quip. A man who could put anything across. There came the great American movement for peace.

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